

# Safety In Locking

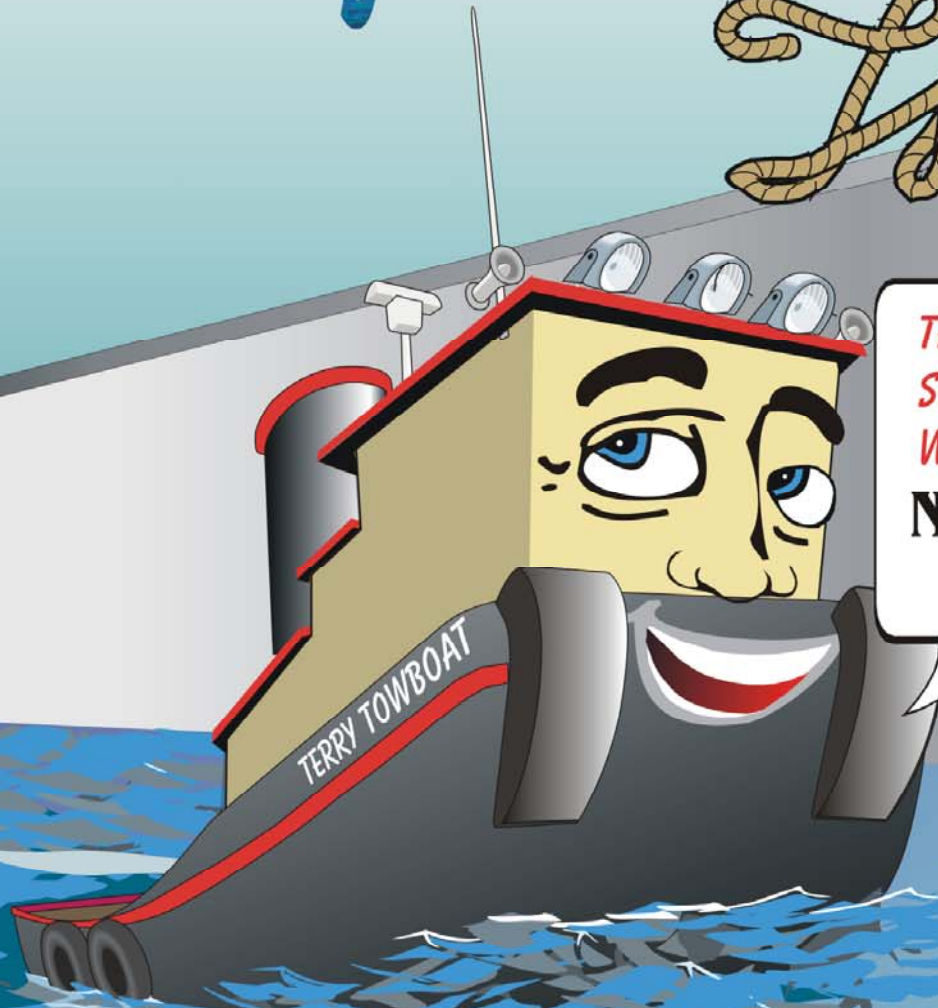
# Through

THINGS YOU  
SHOULD KNOW  
WHEN YOU USE  
**Navigation  
Locks**

**J. BENNETT JOHNSTON  
WATERWAY,  
RED RIVER  
NAVIGATION SYSTEM  
LOUISIANA**



**US Army Corps  
of Engineers®**  
Vicksburg District





# J. Bennett Johnston Waterway, Red River Navigation System Louisiana

Photos courtesy of the Red River Waterway Commission



## LEGEND

-  Lock and Dam
-  Recreational Facility

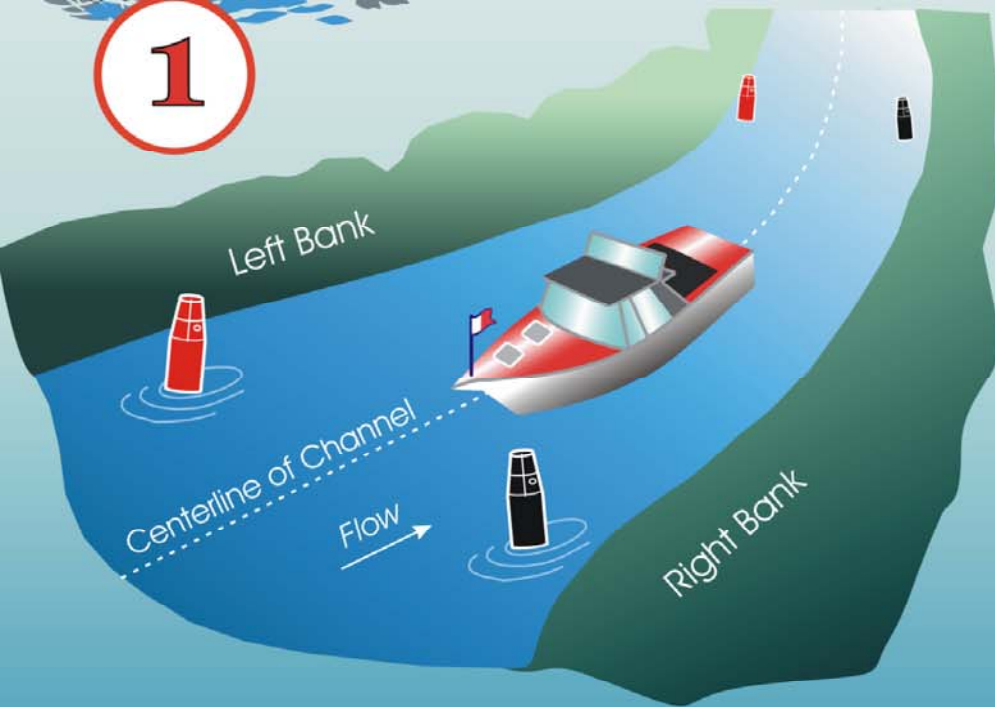




THE FOLLOWING 14 GUIDES  
ARE FOR YOUR PROTECTION.

**PLEASE  
COOPERATE!**

**1**



**S**tay between red and black,  
or red and green buoys.  
They mark the river's  
navigable channel.

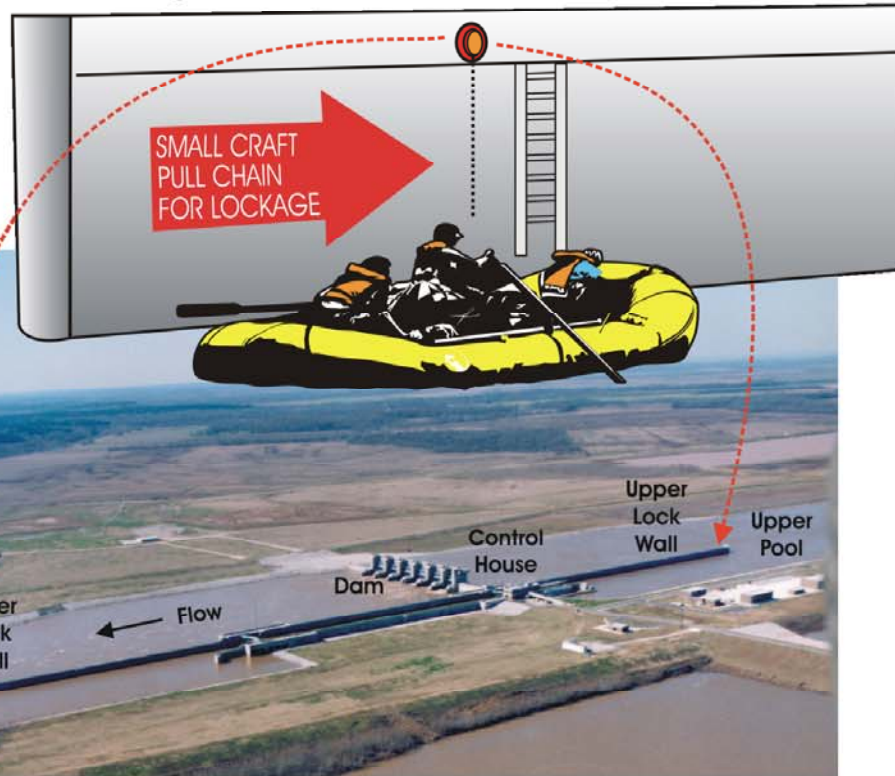
**2**

**V**essels which carry a horn  
and desire lockage may while  
approaching the lock signal  
at a distance of not more than  
 $\frac{3}{4}$  mile from the lock sound  
**ONE LONG BLAST** of the horn  
( 4 to 6 seconds) **& ONE SHORT  
BLAST** ( 1 second).



3

### Signal Device Located on Lock Wall



**S**mall boats may also signal for lockage by using the small boat signal located near the end of the upper and lower lock walls, or by marine radio, utilizing channel 16.

4

Head your boat directly for the lock. **Do not approach the spillway sections of the dam!** Currents may draw your boat into or under the dam.

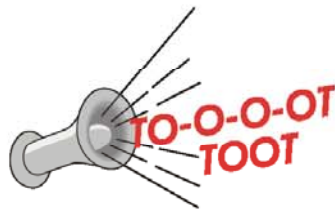


**A**fter signaling for lockage, wait for the lockman to signal that you may enter.

**C**raft going upstream or downstream should stay past the end of the lock walls until signal to enter is received. If large craft are about to leave the lock and are headed in your direction, stay landward of short wall, until signaled to enter.



5



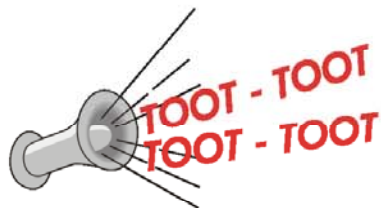
*One long blast - 4 to 6 seconds*

**Enter Lock**



*One short blast  
-1 second*

**Leave  
Lock**

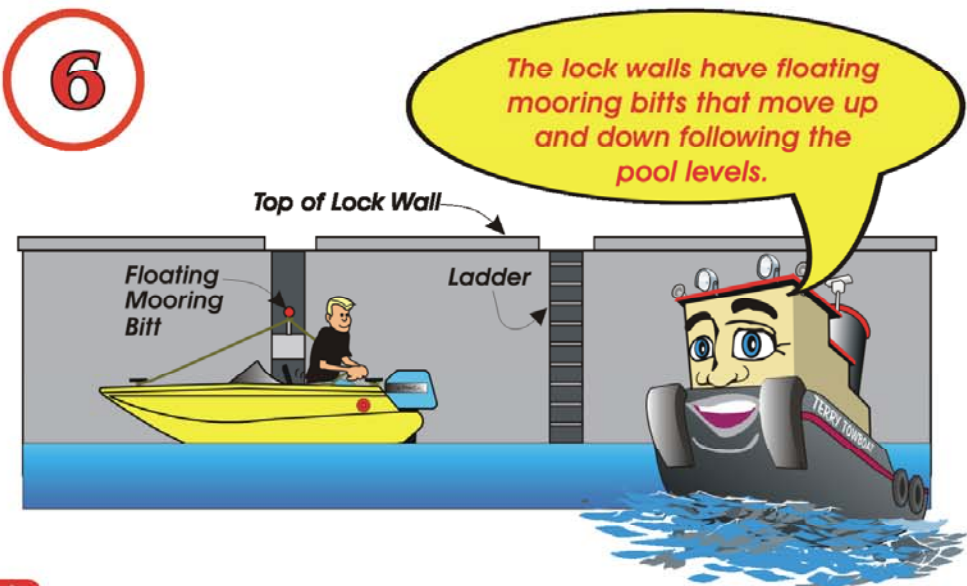


*Four or more  
short blasts*

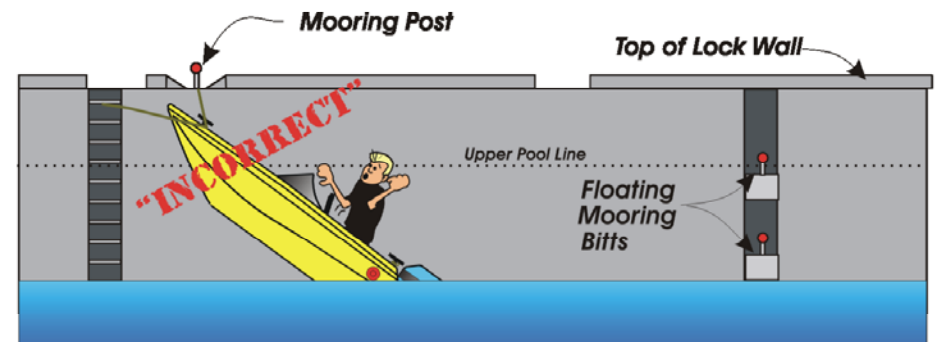
**Danger  
Signal**

**T**he lockman will, signal you with an air horn using the signals above.

6



**P**lease carry aboard at least 50 feet of mooring line. You will need it during lockage to tie your craft safely to a floating mooring bitt. Do not tie to ladders or mooring posts along wall. Be prepared to cast off your mooring line quickly in case of emergency.



**T**ie up to the **FLOATING** mooring bitt.

7



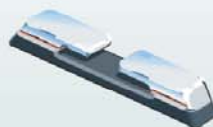
Bitt



Ring



Cleat



Chock

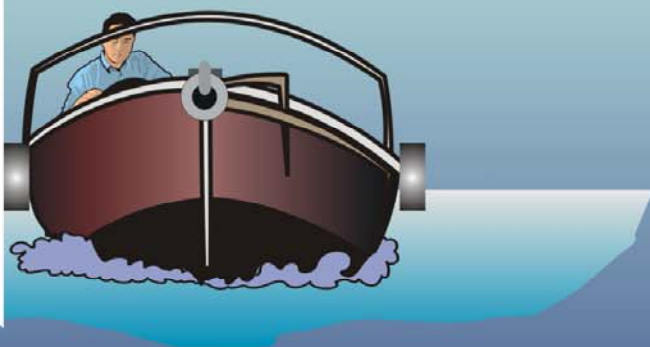


Ring Bitt

**M**ake sure there is a mooring ring or similar device on your boat to which a mooring line can be tied.

8

Lock  
Wall



**U**se fenders to save damage to your boat and to lockwalls.

9

**Turbulent water is created during lockage.**

**Passengers should remain seated in your boat.**

**Don't leave the motor of your craft running during lockage.**

10



*Always wear a life jacket on deck.*



11

**THE LOCKMEN HAVE BEEN GIVEN THE SAME AUTHORITY OVER YOUR BOAT IN THE LOCK AS TRAFFIC POLICEMEN HAVE OVER YOUR CAR AT INTERSECTIONS. FOR YOUR OWN SAFETY YOU MUST OBEY THEIR INSTRUCTIONS.**

12

**Wait for the lockman's signal before untying mooring lines to leave the lock. Travel at a very reduced speed on entering and leaving the lock.**

**Fast speeds endanger your own boat, other craft, and the lock gates. Speed shall not exceed 200 feet per minute.**

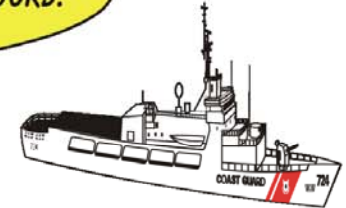
13

## Lockage Priority

HERE IS HOW THE SECRETARY OF THE ARMY HAS ORDERED US TO PASS VESSELS THROUGH THE LOCKS:

1<sup>st</sup>

**Vessels owned by the U.S.**



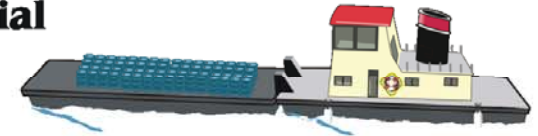
2<sup>nd</sup>

**Passenger Vessels**



3<sup>rd</sup>

**Commercial Vessels**



4<sup>th</sup>

**Rafts**



5<sup>th</sup>

**Pleasure Craft**



**If commercial traffic is heavy, pleasure craft may be required to wait approximately 1 1/2 hours; or may be permitted to lock through with the commercial vessels.**



**14**

# BE "DAM" CONSCIOUS

**Know** your location on river with regard to proximity of each dam and lock. Obtain a set of navigation charts and note Coast Guard mile markers to determine your location.

**"NO BOATING"** areas have been established immediately upstream and downstream of the dam.

**These** areas are hazardous for small craft because of dangerous currents.

**DO NOT APPROACH THE DAM.**

**Approach** lock along the bank, directly in line with the lock, and at reduced speed.

**Be** sure you have an anchor on board.



**Carelessness** has resulted in loss of boats and **LOSS OF LIVES - BE SAFE!**

**BE AWARE OF DANGER AT DAMS!**



*LAST BUT NOT LEAST!  
PLEASE DRIVE CAREFULLY  
ON YOUR HOMEWARD  
JOURNEY!*



US Army Corps  
of Engineers®  
Vicksburg District

